

# TRAFFIC COMMISSION REPORT

## September 23, 2010

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### Item VC

#### DISCUSSION OF ACTION MEETING MINUTES

##### ISSUE:

Members of the Traffic Commission have expressed concern that approval of minutes requires considerable time. The Commission requested a discussion with the City Attorney to review the issue. The City Attorney's office declined to participate in the discussion since approval of meeting minutes is not a legal matter. Attached are standard procedures and processes that may simplify the approval process.

##### BACKGROUND:

At the January 11, 2007, Traffic and Transportation Committee meeting, the now Traffic Commission agreed to have action minutes prepared for each meeting (Item D for that agenda). The motion was made by Brian Malone and seconded by Mike Flad to have action minutes taken and to record those who were present in the discussions. The motion passed, with abstentions by Gary Bric and Joe Farquhar. Gary Bric also moved that meeting minutes were to be distributed to members one week prior to the next meeting. The motion was seconded by Brian Malone and it passed unanimously.

After the Traffic Commission was expanded to nine members by City Council, the action minutes became more complicated and they generally now take an hour or more to approve after all participants weigh in on the content. The approval of minutes has been improved somewhat by members sending desired corrections to staff prior to the meeting. It is desirable to streamline the approval process further.

##### DISCUSSION:

Minutes record what happened in a meeting. There are three standard styles of minutes: action, discussion, and verbatim. Each style has a specific use.

- **Action minutes** record the decisions reached and the actions to be taken, but they do not record the discussion that went into making the decisions. This is the most common form of minutes. The action minutes include a report of actions taken since the last meeting as well as planned actions. They note who is responsible for upcoming actions and time elements.
- **Discussion minutes** are lengthy and may include information which is not essential to the focus of the meeting. It may be necessary to keep discussion minutes in a situation where the process behind the decisions may be in question later. Discussion minutes contain everything action minutes do as well as the discussions which lead to the action decided upon. The participants and the

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focus of the item are included.

- **Verbatim minutes**, like transcripts, are a record of every single word said at a meeting. They are often long and can be difficult to review for a particular piece of information. With the exception of courtroom proceedings and Congress, a verbatim record of a meeting is rarely used. Verbatim minutes will not always follow the agenda.

The Traffic Commission has decided to use action minutes and Public Works is currently staffed to provide action minutes. Action minutes are a succinct description of the meeting's results, a record of the decisions reached, and actions taken. They do not record the discussions used to reach the decision. The purpose of minutes is to define decisions made and to record what actions are to be taken, by whom, and when.

Action minutes include:

- A brief summary of the item
- A list of those who participated in the discussion
- The action (decision) taken

Additionally, the Traffic Commission has requested that the following be included in the minutes:

- Names of the persons who proposed and seconded the motion
- Participants who voted for and against the motion

Public Works could incorporate these two additional items in the action minutes without exceeding our available clerical resources.

### **CONCLUSIONS:**

The process for approving meeting minutes should be streamlined by 1) using the guidelines for action minutes following the five bullet points listed above (which includes leaving out discussion details), and 2) if commission members will continue to forward their comments on minutes to staff prior to the meeting.

### **RECOMMENDATIONS:**

Receive and file

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### Item VD

#### REQUEST FOR STOP SIGNS ON KENNETH ROAD

##### ISSUE:

City Council received a request to install additional four way stop controls on Kenneth Road in Burbank. The Council directed that the Traffic Commission review and evaluate the request and provide comments and recommendations to the Council.

##### BACKGROUND:

A resident living on Kenneth Road requested additional stop signs on the street. She cited Charleville Boulevard in Beverly Hills, south of Wilshire Boulevard, which has a four way stop at all intersections within Beverly Hills. The request was discussed by City Council and the Council directed that the item be studied by the Traffic Commission.

##### DISCUSSION:

Kenneth Road is about 3.4 miles long and is located between Glenoaks Boulevard and the Burbank City boundary with Glendale, running parallel to Glenoaks. The street intersects 40 streets at a four legged intersection and 12 streets at a tee intersection. Kenneth Road currently has 18 four way stop controls, or one four way stop for every 2.8 intersections. Kenneth Road currently has more four way stop controls than any other street in Burbank. Attachment 1 shows the location of stop signs on Kenneth Road. The longest section of street without a four way stop is about 1,000 feet.

Kenneth Road carries between 2,000 and 4,500 vehicles per day. The magnitude of traffic depends upon location and school activities. Generally, traffic volumes are lower along the northern section of Kenneth Road, with an average of about 2,000 to 3,000 vehicles per day; and traffic averages about 4,000 to 5,000 daily vehicles south of Olive Avenue. The highest traffic demand was recorded during the morning and evening peak travel hours and at school dismissal time.

The 85<sup>th</sup> percentile traffic speeds between four way stops are between 31 and 32 MPH throughout the corridor. The measured speeds are consistent with most other residential streets in Burbank, and they are not considered unsafe.

A total of 48 accidents were recorded on Kenneth Road in the last five years. Eleven accidents occurred between intersections (mid-block) and all but three of these accidents involved parked vehicles or fixed objects. Thirty-seven intersection accidents were recorded in the same period, with majority of these accidents caused by right-of-way violations. Interestingly, ten intersection accidents occurred in the northern two-thirds of Kenneth Road and 27 accidents were recorded in the southern one-third of the

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street. The highest intersection accident locations were Angeleno Avenue with six accidents and Orange Grove Avenue with four accidents.

Kenneth Road is included in the current Burbank Bicycle Master Plan as a Class III bicycle facility, as shown in Attachment 2. The street currently has bicycle route signage and it is planned to have sharrows (bicycle share-the-road legends) and traffic calming features, such as traffic circles. The proposed design will have a total of 14 traffic circles in Burbank which will replace existing four way stops. The proposed Kenneth Road design will be further defined in our proposed application to METRO for project funding.

### **CONCLUSIONS:**

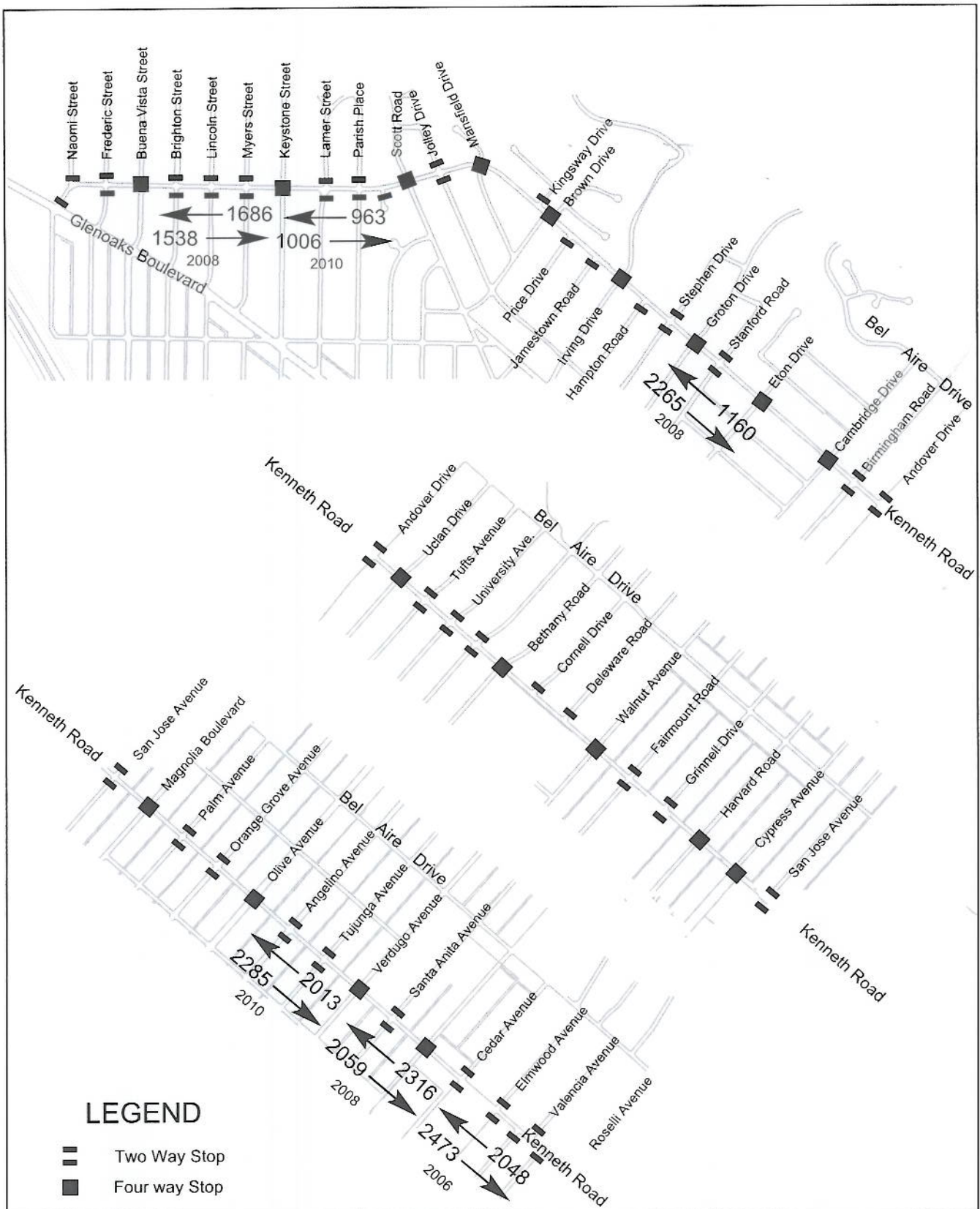
Kenneth Road has a relative low volume of traffic, speeds are not any higher than other residential streets in Burbank, and the street accident rate of 6.6 accidents per million vehicle miles is within Los Angeles County average accident characteristics. The street generally has one four way stop controlled intersection out of every three, and the average distance between four way stops is about 800 feet. The street has a greater number of four way stop controlled intersections than any other residential street in Burbank.

### **RECOMMENDATIONS:**

No additional four way stop controlled intersections should be installed on Kenneth Road.

### **ATTACHMENTS:**

1. Existing Traffic Controls on Kenneth Road
2. Excerpts from Burbank Bicycle Master Plan



## Attachment 1

# Kenneth Road Traffic Controls

CITY OF BURBANK

# BICYCLE MASTER PLAN

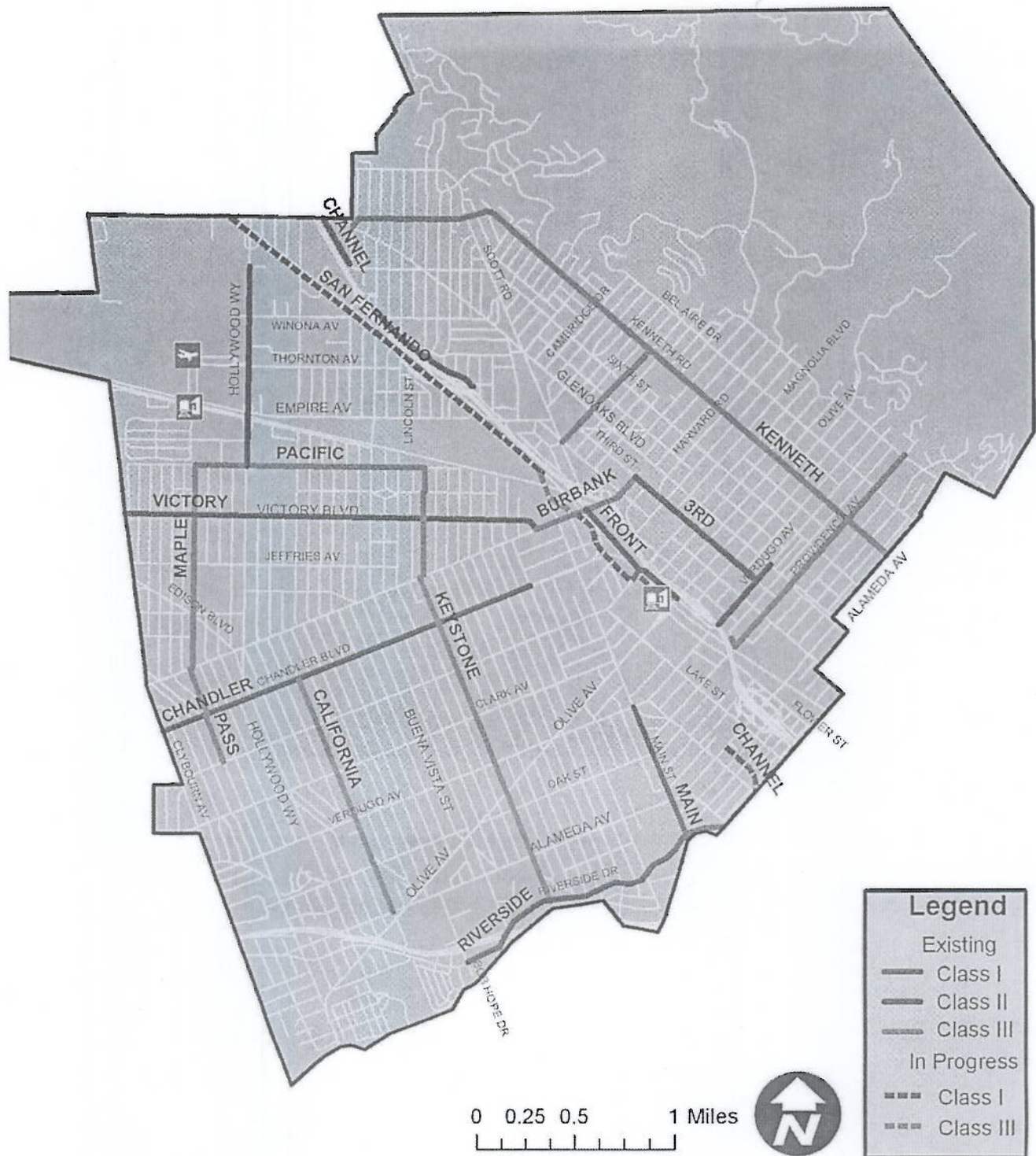


***burbankbike.org***

**ADOPTED DECEMBER 15, 2009**

By a Resolution (Resolution number: 28-046) of the Council of the City of Burbank, this document was adopted and certified as being in compliance with the State of California Streets and Highways Code Section 891.2 on December 15, 2009.

MAP 4.3 EXISTING BICYCLE FACILITIES



**BOULEVARD SIGNAGE AND MARKINGS** – Along a Bicycle Boulevard signage and markings are enhanced beyond the standard Class III Bike Route signage. Smaller markings on the ground tell cyclists where to go while larger markings indicate to drivers that they are on a bike boulevard and should slow down. Signs tell cyclists where they are headed and how much further they have to go to reach their destination. The tools in this section offer a few examples of ways to show cyclists and community residents how to get from here to there.

- **SHARROWS** – “Share the Road” arrow. Indicates that cyclist can use the whole lane. Marking designed so if you ride down the center of the arrows, you will be outside the “door-zone”
- **WAY FINDING SIGNAGE** – Indicates distance to certain districts, gives direction and travel time
- **SHARE THE ROAD SIGNAGE** – Indicates to motor vehicle drivers that cyclists may be present

The design standards and guidelines for each of the tools in the Bicycle Boulevard Toolbox are described in more detail in Chapter 8.



## **KENNETH ROAD Class III Bikeway**

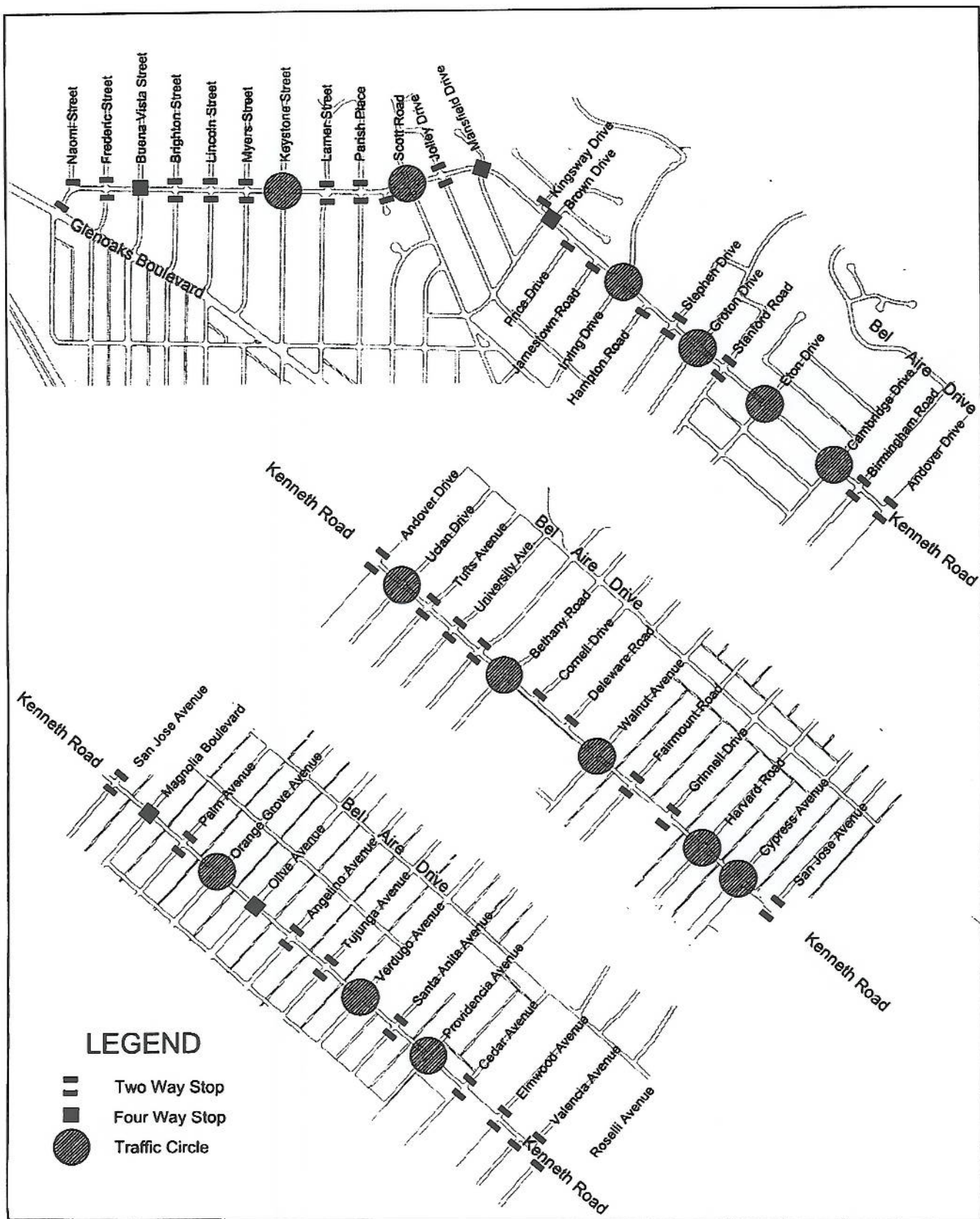
Project Limits: Glenoaks Boulevard to Alameda Avenue  
Length: 3.4 miles  
Estimated Cost: \$770,000

### **Existing Conditions**

Kenneth Road is a primarily residential street that runs parallel and east of Glenoaks Boulevard. The street is relatively hilly, with numerous rolling peaks and valleys. There are 18 stop controlled intersections along the corridor that when combined with the hills can make Kenneth Road a very challenging street for cyclists. Additionally there are approximately four schools that are on or adjacent to Kenneth that cause an increase in vehicular traffic during pick up and drop off periods. As Kenneth Road runs parallel to Glenoaks Boulevard, the corridor often experiences increases in cut-through traffic during peak-traffic hours, as well as a fair share high speed traffic. Kenneth Road is currently designated as a Class III bicycle facility with Bike Route signage already in place. More experienced recreational cyclists frequently use Kenneth Road as an alternative to Glenoaks Boulevard as they ride around the Verdugo Mountains between Sun Valley and Glendale.

### **Proposed Project Description**

This project would further enhance the existing Class III designation on Kenneth Road by adding traffic calming to increase safety and visibility of the cyclists. Further Share the Road and way-finding signage will be installed along the corridor and large "sharrow" street markings will be painted on the roadway. Stop-controlled intersections along the corridor could be reoriented to better facilitate bicycle travel, and neighborhood traffic circles will be considered to further calm traffic while giving priority to bicycle travel. In addition, one additional traffic circle will be installed at the Orange Grove Avenue intersection where the route intersects a proposed Class II route. The rolling hills along Kenneth will cause complications during the design of the traffic circles. As they will be more complex to allow for proper drainage, they will also be most expensive to construct. The price estimate listed in this plan takes this increased cost into account.



Attachment 2

## Proposed Kenneth Road Traffic Calming

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### Item VE

#### **DISCUSSION OF ALAMEDA NORTH NEIGHBORHOOD PROTECTION PLAN**

##### **ISSUE:**

The City Council directed that the Traffic Commission discuss the Alameda North Neighborhood Protection Program and provide comments and recommendations to the Council.

##### **BACKGROUND:**

In 2003, the City Council directed staff to create a Neighborhood Protection Program (NPP) for the area north of Alameda Avenue and Olive Avenue and south of Oak Street between Hollywood Way and Buena Vista Street. The area was later expanded to include the neighborhoods north of Oak Street to Verdugo Avenue. The program was initiated to address issues raised by residents in conjunction with the development of the Platt project (Burbank Media Center) located south of Alameda Avenue between Lima Street and the SR-134 westbound off ramp. The Burbank Media Center development was later abandoned.

The Council was concerned about parking problems and cut-through traffic issues identified by the residents that would be exacerbated by the proposed project. A consultant was hired to work with the neighborhood and to define a plan that the residents accepted. For several years, City staff held meetings with neighborhood residents to identify elements of a plan to alleviate some of the traffic issues. A plan was developed and the neighborhood was surveyed to identify traffic control measures the residents did and did not want. In May 2005, City Council approved the implementation of the first phase of a mediation plan, and the first phase measures were installed. The second phase was never implemented because the proposed Platt development never occurred. City Council directed that the Phase 1 and 2 designs be reviewed and discussed to determine if the measures are still warranted.

##### **DISCUSSION:**

A number of different traffic controls and parking restrictions have been installed in the Alameda North neighborhood with a variety of projects. Initial traffic control measures were completed prior to the formation of the neighborhood protection program to control parking from NBC users and to control cut through traffic from the SR-134 off ramp. Attachment 1 illustrates those restrictions. Neighborhood parking restrictions were installed north of Olive Avenue to regulate business parking in the neighborhood. A diverter on Cordova Street and chokers on Avon Street, Lima Street, and California Street were installed to regulate cut through traffic.

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Proposed Alameda North NPP - Other improvements to the travel network were completed in addition to the modifications proposed for the Platt project. As shown in Attachment 2, these changes included improvements to several intersections, construction of an on ramp to SR-134, and the vacation of a portion of California Street (with the proposed Bob Hope development). Traffic timing and phasing changes to affected traffic signals were also completed with these projects.

Several changes to the parking and travel systems were instituted with various projects adjoining the Platt project, and these changes are shown in Attachment 3. On Alameda Avenue at Cordova Street, the southbound through movement to the SR-134 on ramp was prohibited with the ramp project. Through traffic movements were prohibited on Avon Street at Alameda Avenue with the Pinnacle project (M. David Paul), and a traffic signal was installed at Avon Street and Olive Avenue. Parking restrictions were added to three neighborhood streets and edge lines were installed on Oak Street to narrow the travel way. Other restrictions were approved as a part of the Phase 1 modifications with the Platt project as shown in Attachment 4. Turning restrictions associated with the Platt project entrances at Lima Street were never implemented.

Proposed Phase 2 traffic and parking modifications have not been implemented. As shown in Attachment 5, they included resident permit parking only on all streets between Oak Street and Alameda Avenue or Olive Avenue. Traffic control measures included a speed table (raised intersection) at Oak Street and Lima Street in front of Stevenson School, four-way stop signs at three locations, and turn restrictions from Oak Street to Buena Vista Street. Angle parking, one way operation and a park were proposed in the triangle formed by Whitnall Highway, California Street and Oak Street. Short sections of red curb were proposed for Oak Street at most intersections, and speed enforcement was proposed for all neighborhood streets.

Other Considerations – Several bicycle and pedestrian projects are designated for the Alameda North NPP area. California Street and Keystone Street are included in the Burbank Bicycle Master Plan as Class III bike routes and bike boulevards. These streets will be provided with route signage, sharrows (bicycle pavement legends) and traffic calming devices, such as medians, traffic circles and bicycle detection at traffic signals. Oak Street east of Keystone Street is also designated as a bike boulevard.

Pedestrian amenities are designated for the area with several Safe Routes to School projects. Pedestrian countdown traffic signals and bicycle detection are planned for traffic signals on Alameda Avenue and on olive Avenue. Pedestrian curb extensions are planned for the intersection of Avon Street and Oak Street at Stevenson School.

### **CONCLUSIONS:**

The Alameda North NPP neighborhood has had numerous travel and parking restrictions implemented over a number of years. These restrictions have not necessarily acknowledged previous restrictions, the planned changes to the street

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infrastructure, or current travel and parking patterns. Some of the restrictions were installed to appease residents without necessarily resolving an existing or potential problem.

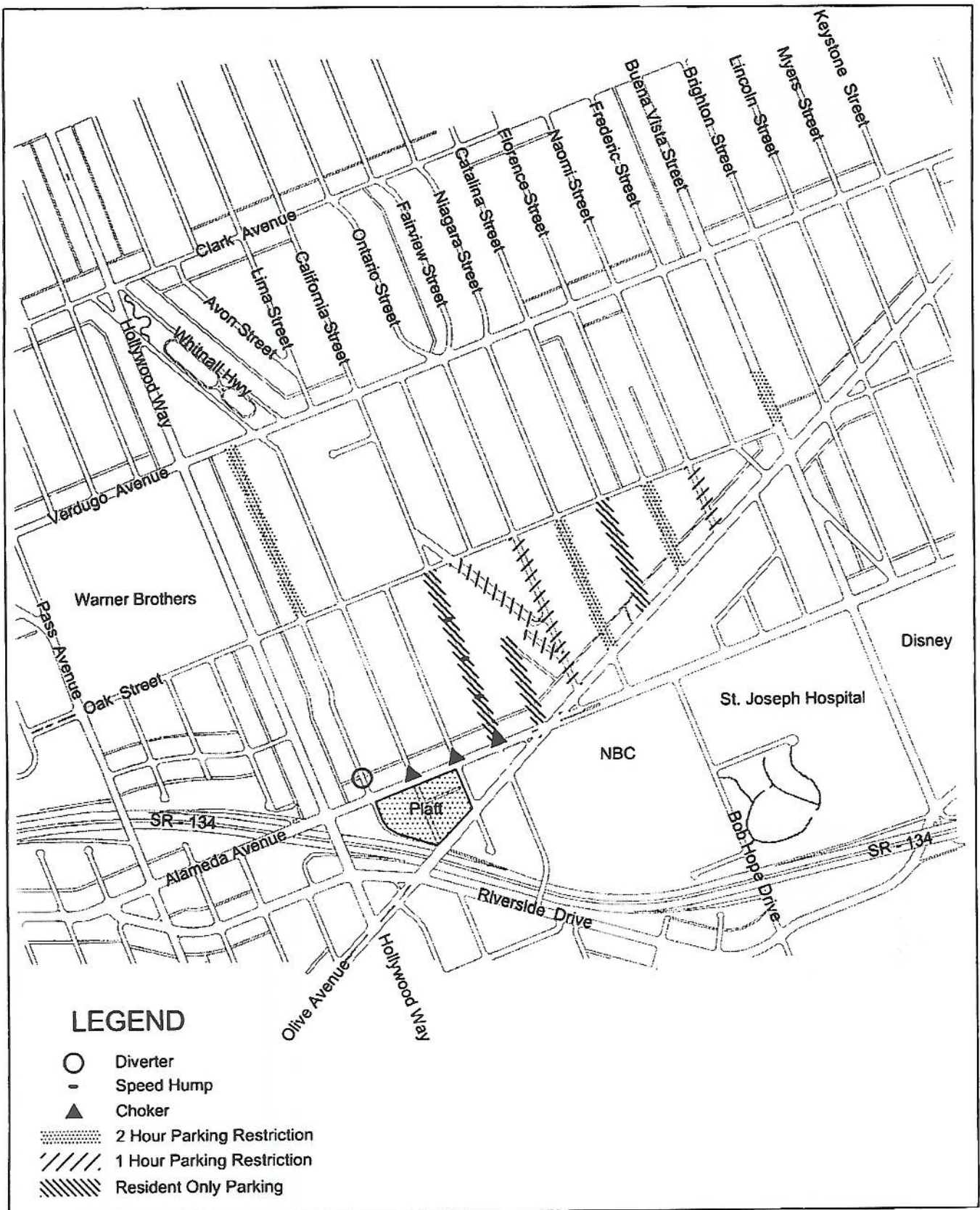
Phase 1 restrictions were implemented to resolve potential issues with the Platt project that have not come into being. These modifications should be restudied and evaluated based on current traffic and parking patterns. Most of the proposed Phase 2 improvements are not needed to solve current issues, and they should be critically reviewed. The speed table, additional four-way stop signs and parking restrictions are not necessary. The proposed park and parking area would be valuable for teacher parking at Stevenson School, but improvement costs have not been assessed.

### **RECOMMENDATIONS:**

Staff recommends that proposed Phase 2 modifications not be implemented at this time and that Phase 1 modifications be evaluated for consistency and need.

### **ATTACHMENTS:**

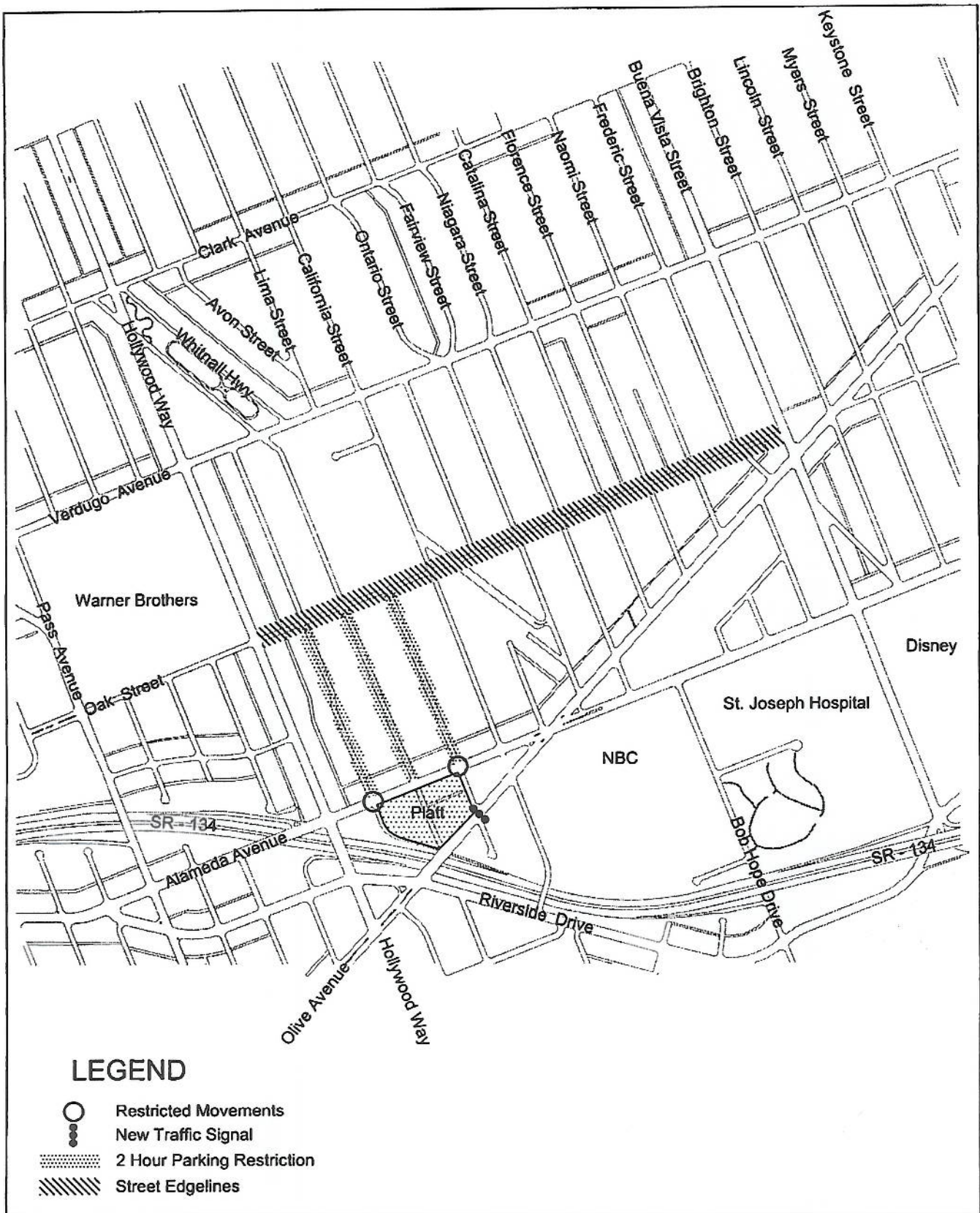
1. Restrictions Prior to Alameda North NPP
2. Unrelated Improvements
3. Phase 1 Modifications
4. Proposed Phase 1 Modifications
5. Proposed Phase 2 Modifications



Attachment 1

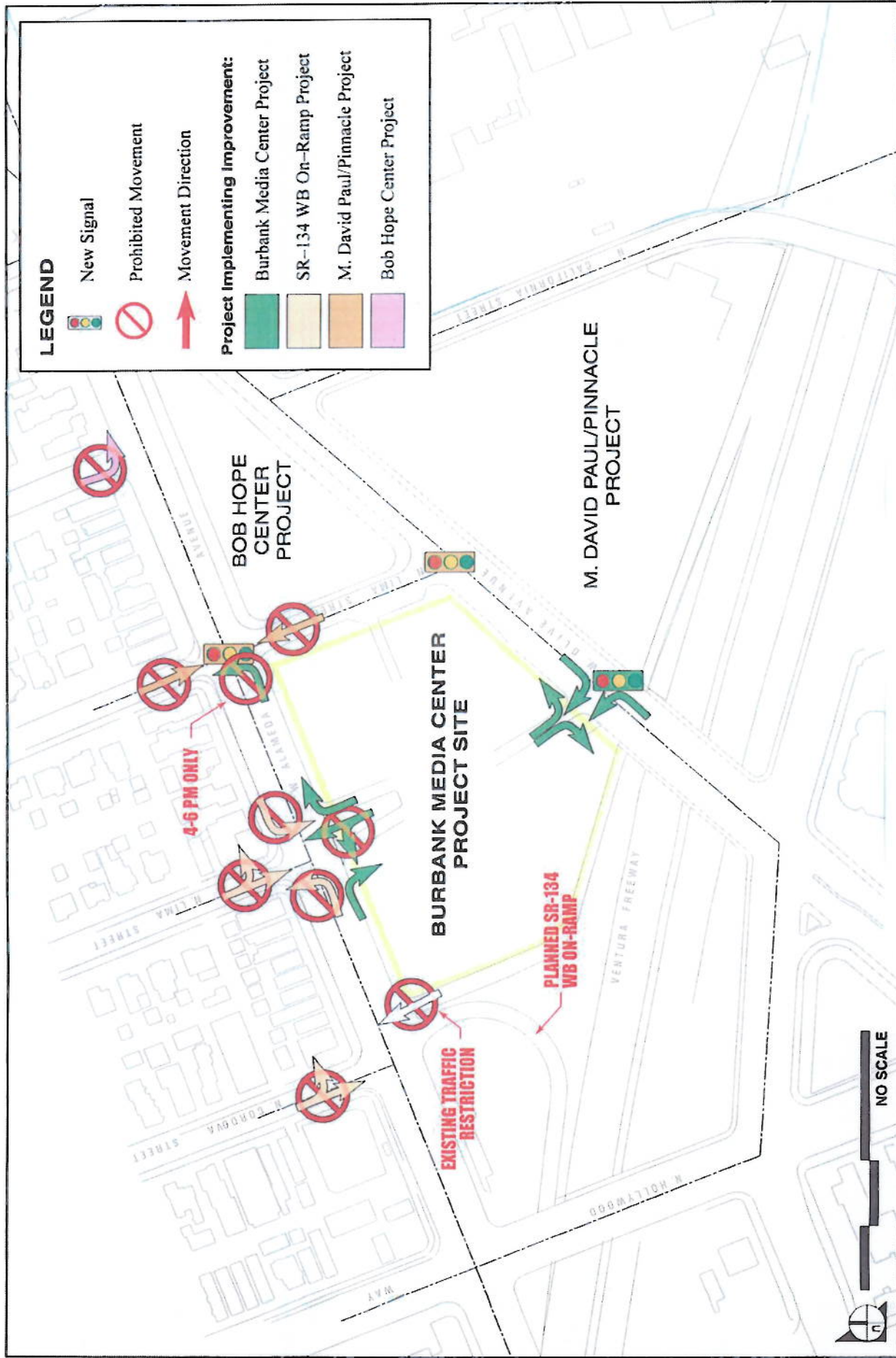
## Restrictions Prior to Alameda North NPP





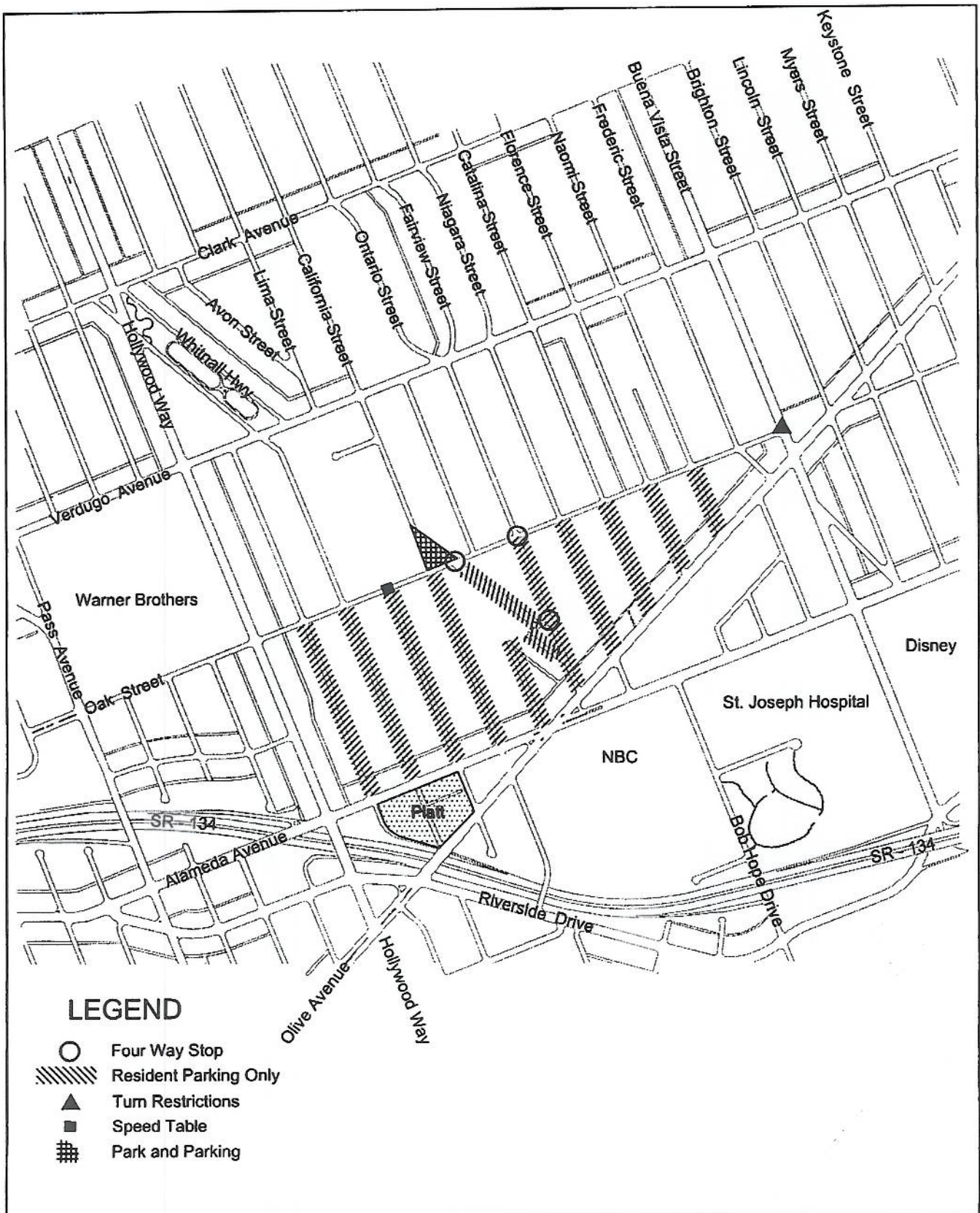
## Attachment 3

### Phase 1 Modifications



## Proposed Phase 1 Modifications

### Site Access Characteristics



## Attachment 5

# Proposed Phase 2 Modifications

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### Item VF

#### **PROJECTS FOR METRO 2011 CALL FOR PROJECTS**

##### **ISSUE:**

Every two years, the Los Angeles County Metropolitan Transportation Authority (METRO) issues a Call for Projects from public agencies to evaluate potential projects for grant opportunities. METRO will request project submittals in January 2011 for the 2011 Call for Projects. Burbank staff plans to submit several projects for review by METRO, and we wish to solicit comments from the Traffic Commission.

##### **BACKGROUND:**

METRO is responsible for allocating discretionary federal, state and local transportation funds to improve all modes of surface transportation. METRO also prepares the Los Angeles County Transportation Improvement Program (TIP). A key component of TIP is the Call for Projects program, a competitive process that distributes discretionary capital transportation funds to regionally significant projects.

Every other year, METRO accepts Call for Projects applications in seven modal categories. Local jurisdictions, transit operators, and other public agencies are encouraged to submit applications proposing projects for funding.

METRO staff ranks eligible projects and presents preliminary scores to Metro's Technical Advisory Committee (TAC) and the Metro Board of Directors for review. Upon approval, the TIP is developed and formally transmitted to the regional and state transportation planning agencies. The TIP then becomes part of the five-year program of projects scheduled for implementation in Los Angeles County.

This year, grant funding is expected to be in excess of \$50.0 million for Los Angeles County. METRO has suggested that they wish to limit the size of the funding request to about \$1.0 million to enable as many projects to be funded as possible. The grant applications are evaluated based on a point system that includes five general categories: 1) regional significance and intermodal integration, 2) project need and benefit to the transportation system, 3) local matching funds, 4) cost effectiveness, and 5) land use compatibility and sustainability.

The seven modal categories and one enhancement category include:

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1. Regional Transportation Improvements - Major capital improvement projects on regionally significant arterial highways which improve traffic flow and reduce congestion such as: arterial widening, bottleneck intersection improvements, closure of gaps in the arterial system, grade separations, and other arterial improvements. Project must be on the public right-of-way. Rehabilitation, Reconstruction and Repavement (3R) are eligible as a component of a larger capacity enhancing project.
2. Goods Movement - Grade separations, roadway geometric and operational improvements, intersection improvements, truck access improvements and other capacity enhancements on regionally significant roadways, major and secondary arterials, high truck volume arterials, dedicated truck routes, de-facto truck routes and/or other major freight corridors. Project must be located on a public facility/structure that serves local and regional needs, supports industrial and commercial land uses and provides access to and from major activity centers, railyards, ports (air and sea) and other freight (rail and/or truck) generators. Project may include a minor Rehabilitation, Restoration and Resurfacing (3R) component of a larger goods movement improvement.
3. Signal Synchronization and Bus Speed Improvements - Traffic signal synchronization, transit preferential treatment and priority systems, bottleneck intersection improvements, traffic control and monitoring systems, and Intelligent Transportation System (ITS).
4. Transportation Demand Management - Technology and/or innovation based strategies, Ridesharing Incentive/Disincentive Programs, Parking Management Programs, Transportation Facilities Amenities, Commuter Service Centers, and New and Unique Capacity Enhancing Demonstration Projects.
5. Bikeways Improvements - Regionally significant projects that provide bicycle access and mobility through bike-to-transit improvements, gap closures in the inter-jurisdictional bikeway network, bicycle parking, and first-time implementation of bike racks on buses.
6. Pedestrian Improvements - Pedestrian improvements that promote walking as a viable form of utilitarian travel, pedestrian safety, and an integral link within the overall transportation system.
7. Transit Capital - Bus capital, improvements or construction of transit stations, transit centers and park and ride lots, commuter rail projects, transit stop improvements and transit vehicle purchases.
8. Transportation Enhancement Activities - Acquisition of scenic or historic sites, scenic or historic highway programs, landscaping and scenic beautification, historic preservation, rehabilitation of historic transportation buildings, control and removal of outdoor advertising, archeological planning and research, environmental mitigation to address water pollution due to highway runoff, safety and educational activities for pedestrian and bicyclists, reduction of vehicle caused wildlife mortality and establishment of transportation museums.

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### DISCUSSION:

Staff proposes to submit five applications in four modal categories. They are:

1. Modernize Traffic Signal Communications (Signal Synchronization and Bus Speed Improvements category) – The project will install Internet Protocol communications at all traffic signals in Burbank and implement a Traffic Management Center (TMC) management system that will enable a more effective management of the field system infrastructure. Benefits include faster extraordinary maintenance of field system infrastructure, archiving of traffic control parameters and system data, porting information (camera, vehicle speed, etc.) to Channel 6, the County, and city website.  
Cost \$600,000
2. Expand the Downtown Smart Parking Sign System (Signal Synchronization and Bus Speed Improvements category) – Expand the downtown parking signage system to include two more city garages and two surface lots, and add directional signage on main access routes to the downtown area. The additional signs will enable better control and management of the downtown parking system and it will include a traveler information component that will provide information via cell phone and website about parking availability in downtown Burbank.  
Cost \$750,000
3. Construct a Bicycle / Pedestrian Bridge across the Los Angeles River (Bicycle and Pedestrian Improvements category) – Construct a bicycle and pedestrian bridge across the Los Angeles River at Bob Hope Drive. The bridge would connect our bikeway system at Riverside Drive to the planned Los Angeles River Bikeway and the Forest Lawn Drive Class II bike lane. The project would be undertaken with the City of Los Angeles.  
Cost \$1,000,000
4. Construct the Kenneth Road Bike Boulevard (Bikeways Improvements category) – The project would construct the Kenneth Road bikeway project discussed in Item D, in conjunction with the City of Glendale. The project would include bike signage, sharrows, and traffic calming features.  
Cost \$850,000
5. Prepare Final Design Plans for the Clybourn Rail Grade Separation (Goods Movement category) – Current preliminary design of this grade separation will produce a Project Study Report Equivalent (PSRE) needed

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to produce formal design plans, This project will complete final design plans  
Cost \$3,500,000

#### **CONCLUSIONS:**

Staff is currently collecting information to prepare the above project applications.

#### **RECOMMENDATIONS:**

Provide staff with comments on the above projects.

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### Item VG

#### STATUS OF LNCV PERMITS

##### ISSUE:

Traffic Commission directed staff to provide monthly updates of the permit development process.

##### DISCUSSION:

The LNCV permit development process is currently underway with Edgesoft, Inc. and IT staff. Public Works has weekly meetings scheduled for the next several months. The projected time frame for completion of the LNCV component is January 2011. The "go live" date is January 17, 2011.

Staff also prepared an informational flyer on the new ordinance which was posted on the City's website and distributed for handout at City Hall, the Community Services Building, the two libraries, and city recreation centers.

##### CONCLUSIONS:

The LNCV permit documentation is proceeding.

##### ATTACHMENTS:

1. LNCV Flyer



# Own an RV or Large Non-Commercial Vehicle?

This includes RVs, horse trailers, boat trailers, "toy" trailers, and more...

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In June 2010 the City enacted an ordinance restricting where and how long these vehicles may be parked on City streets. The text of Burbank Municipal Code Section 6-1-1010.1, "LARGE NON-COMMERCIAL VEHICLE PARKING," is on the back of this flyer and can be found online at the City website at <http://www.ci.burbank.ca.us>. Essentially, you are allowed to park your vehicle for up to 72 hours in designated locations with a City permit (please review actual ordinance for details).

You may obtain a permit from the Public Works Department and will need your license plate number. To get the most accurate information, please call the Department at 818-238-3915 to discuss your situation in more detail. We will be happy to help you.

August 2010  
City of Burbank  
Department of Public Works  
150 N. Third Street  
Burbank, CA 91510  
Hours: Mon-Fri 8 am-4 pm  
818-238-3915

## **BURBANK MUNICIPAL CODE**

### **6-1-1010.1: LARGE NON-COMMERCIAL VEHICLE PARKING**

- A. **Parking Near Intersections Prohibited:** Notwithstanding Section 6-1-1010, no person shall park any Large Non-Commercial Vehicle within eighty (80) feet of any intersection of two public streets.
- B. **Parking Prohibited:** Notwithstanding Section 6-1-1010, no person shall park any Large Non-Commercial Vehicle on any public right-of-way, unless a valid large non-commercial vehicle parking permit is properly displayed.
- C. **Establishment of Parking Permit:** The Public Works Director shall establish a parking permit program for Large Non-Commercial Vehicles (the "LNCV Permit") consistent with the provisions of this Section, and shall issue permits pursuant to such program. An LNCV Permit shall be specific to the Large Non-Commercial Vehicle for which such permit was issued. The fee for an LNCV Permit, and any related annual permit program, shall be the amount(s) designated in the Burbank Fee Resolution at the time the permit is purchased.
- D. **Display of Permits:** LNCV Permits shall be visible to parking enforcement officers on the street-side of the LNCV in either (1) the front window on the driver's side or, if not applicable, (2) the window closest to the front of the LNCV.
- E. **Duration of Permits:** Each LNCV Permit shall be valid for a period of twenty-four (24) hours beginning at the time and date specified on the permit.
- F. **Consecutive Permits:** The period during which LNCV Permits are used consecutively shall be known as a "Consecutive Permit Block." A Consecutive Permit Block may be comprised of not more than three (3) LNCV Permits, that is, a Consecutive Permit Block shall not exceed seventy-two (72) hours. There shall be a separation of not less than forty-eight (48) hours between Consecutive Permit Blocks. The purpose of this provision is to prohibit Large Non-Commercial Vehicles from parking on public rights-of-way within the City for any period of time longer than seventy-two (72) hours.
- G. **Maximum Number of Permits; Individual Permits and Annual Permit Accounts:** The maximum number of LNCV Permits that may be issued per calendar year to any LNCV is ninety-six (96). Annual permit account holders, if any, shall be eligible for up to ninety-six (96) separate LNCV Permits per calendar year, subject to the usage limitations set forth in Subsection F. above.
- H. **Violations:** Violation of this section shall be an infraction which shall be enforced through the parking penalty process set forth in Section 40200 et seq. of the California Vehicle Code. [Added by Ord. No. 3778, eff. 6/22/10.]

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### Item VIA

#### **BUENA VISTA RAIL CONSTRUCTION STAGING**

##### **ISSUE:**

In preparation of the construction of the Buena Vista rail grade separation at San Fernando Boulevard, the existing rail line must be relocated with a "shoofly." The construction staging for that work will be discussed.

##### **BACKGROUND:**

In conjunction with the widening of the I-5 freeway, the adjacent SCRRA rail line at San Fernando Boulevard will be grade separated from Buena Vista Street. This construction of a shoofly is the first step in constructing the grade separation.

##### **DISCUSSION:**

A presentation will be made by Rail Pros on the construction staging. The staging consists of 13 components. These are:

1. Construct pedestrian walkway on west side of Buena Vista Street and close San Fernando westbound right turn lane
2. Construct roadway and sidewalk on east side of Buena Vista Street
3. Relocate signals and rail protection gates and construct partial shoofly
4. Relocate track and signals and install islands
5. Construct abutments and walls for overcrossing
6. Construct medians, relocate rail crossing protection gates and restripe
7. Construct footings, walls and bent caps in median in Buena Vista Street
8. Reconstruct median, relocate pedestrian path, install pedestrian gate
9. Construct footings and walls, restripe, relocate pedestrian path and gate
10. Relocate crosswalks and construct retaining walls
11. Construct rail bridge spans, relocate train operation, remove pedestrian crossing protection, intermittently close Buena Vista Street
12. Relocate traffic signal equipment, remove rail equipment, remove shoofly, install pedestrian sidewalk and crosswalks
13. Reconstruct island, restripe, and install crosswalks

##### **CONCLUSIONS:**

Receive and File